

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3074-A

T.H. 61

S.P. 6222-46

From T.H. 36 to 0.4 Mi.

No. Co. Rd. "C"

Prepared: May, 1965

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DEPARTMENT Highway

STATE OF MINNESOTA

Office Memorandum

TO : T. S. Thompson

DATE: May 6, 1965

FROM : Johan Nygaard

SUBJECT: T.H. 61: S.P. 6222-46; From T.H. 36 to 0.4 Mi.
No. of Co. Rd. "C"

This report is transmitted in response to your February 19, 1965 request for 1988 ADT, DHV and HCA DT for the project location as shown on the map on page 2. The 1988 ADT and DHV have already been transmitted in TAU 381 on April 8, 1965. The HCA DT in this transmittal is attendant to the ADT transmitted in TAU 381.

For each segment numbered on the map on page 3, the following 1988 data are tabulated on the forms on page 4:

- (a) Total ADT
- (b) Vehicle Type Distribution
- (c) Total Heavy Commercial ADT

Basic Data, Methods and Assumptions are presented on page 5.

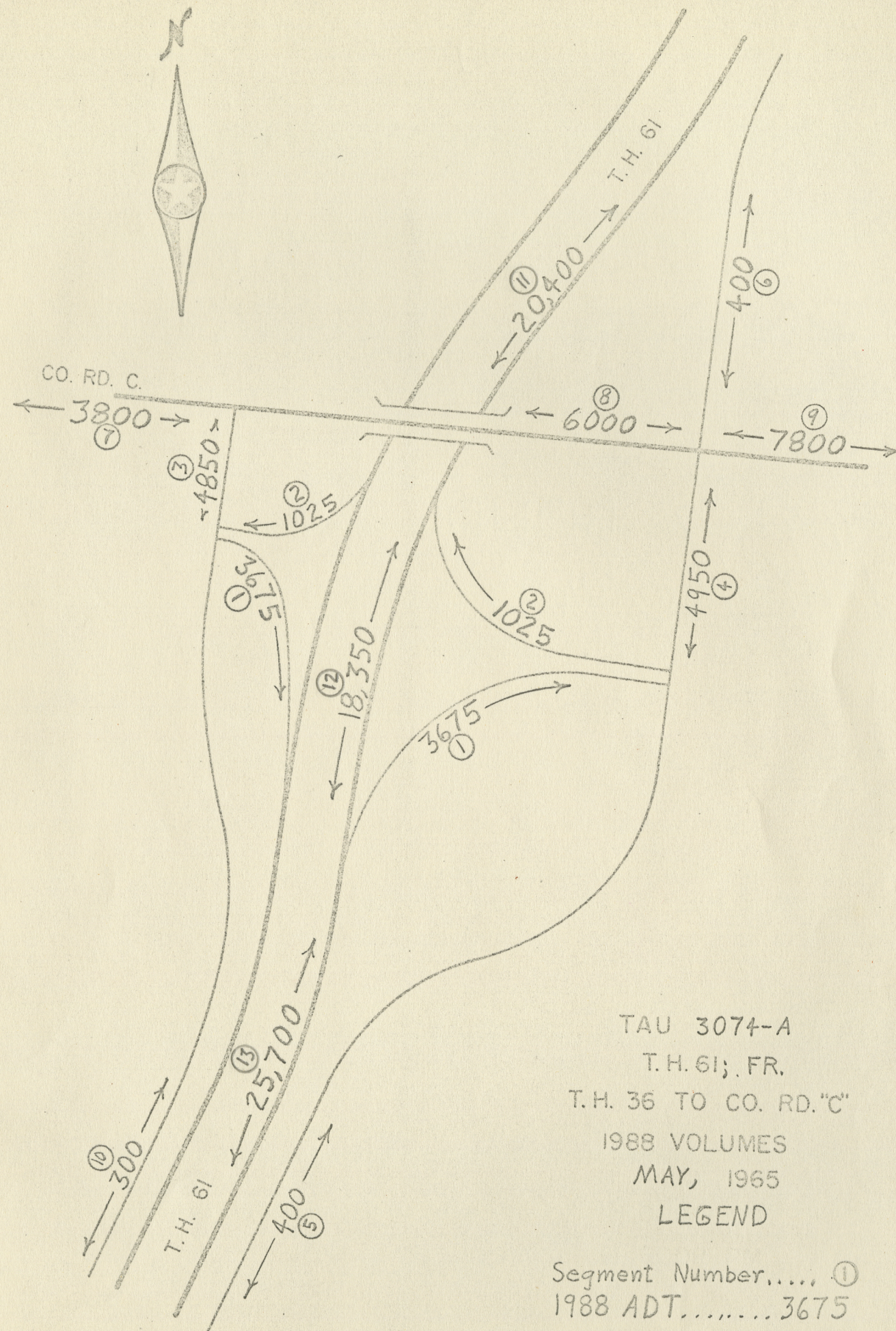
The southmost section of T.H. 61, which has the highest 1988 ADT, has a 1964 ADT of 18,250.

This report was initiated by B. L. Warzala for W. E. Sweet.

Johan Nygaard

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP

Base Map Prepared by the Planning and Programming Division Jan. 1, 1964



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1988 PART 1 OF 1

FOR

T.H. 61 S.P. 6222-46 LENGTH MILES

COUNTY Ramsey LOCATION T.H. 36 to 0.4

Mi. N. of Co. Rd. "C"

BASED ON

1988 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 10 AS

DEFINED ON ATTACHED INDEX MAP

[illegible]

Requested by B.L.W. on 5-24-65; transmitted on 5-25-65 as Supplementary information.

VEHICLE TYPE CODE	
0 = PASSENGER CARS AND 4 TIRE TRUCKS	4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS	5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
2 = SINGLE UNIT-3 AXLE TRUCKS	6 = BUSES AND TRUCKS WITH TRAILERS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES	

Basic Data, Methods, and Assumptions

Since the present design of T.H. 61 will not be changed, the HCADT on T.H. 61 mainline has been omitted in this study.

The HCADT for the general project region was obtained from the 1958 origin-destination study.

The vehicle type distribution for the crossroads and ramps were based on an analysis of classification counts on roads in the vicinity of the study area.

A field inspection of the study area shows that only the land served by frontage road segment number 5 will be suitable for industrial and commercial development.